

draw into Skull Creek. Nevertheless, Tattnall's ships did aid the Southern cause by ferrying Fort Walker's troops from Hilton Head to the mainland.

After driving off the Confederate squadron, the warships of Du Pont's flanking squadron joined in the bombardment of Fort Walker. When *Penguin* was disabled by a shot from Hilton Head, *Augusta* took her in tow and enabled her to resume firing.

Unable to withstand the Union shelling, the Confederates evacuated Fort Walker which was soon occupied by Northern sailors and marines. Du Pont then turned his attention to Fort Beauregard across the harbor and soon had it too in his hands.

Immediately after the battle, Du Pont ordered *Augusta* to sail for Savannah. She arrived off that port that same day, and reestablished the blockade which had been open since 1 November when the hurricane had blown *Savannah* and *Monticello* out to sea. At the end of the second week of November, she accompanied *Flag* on a reconnaissance of Tybee Island, which guarded the entrance to Savannah Harbor and found it to be abandoned. On the 18th, she reconnoitered Wassau Sound and reported that it must be covered if the blockade of Savannah were to be effective. Finally on the last day of November, *Augusta* aided *Savannah*, *Flag*, *Pacohontas*, *Seneca*, and *Seminole* in taking *E. J. Waterman* after that Charleston schooner had run aground on Tybee Island.

The next day, 1 December, Du Pont ordered *Augusta* to Charleston for blockade duty, and she spent much of the next year and one-half as the flagship of the senior Union naval officer off that strongly defended city, the "birthplace of secession." On the 6th, she took the British blockade runner *Cheshire*, of and from Liverpool, some 12 miles southeast of Tybee light. She towed the captured vessel as far north as Charleston and then sent her on to New York under a prize crew for adjudication.

On New Year's Eve, she captured *Island Belle* about 12 miles southeast of Bull's Island light. Laden with sugar and molasses, that 166-ton schooner of Nassau, New Providence, had departed Trinidad de Cuba ostensibly bound for Baltimore under English colors. However, the vessel—which had been built at Charleston earlier that year under the name, *General Ripley*—was heading straight for Bull's Bay. Since her British registration—dated 11 November 1861—seemed to be a subterfuge and her clearance was obviously spurious, Parrott sent the prize to New York.

One of *Augusta*'s more interesting experiences during the war occurred on the morning of 13 May 1862 when the Confederate armed steamer *Planter* steamed out of Charleston harbor. This vessel had been used by the Confederate Army as a transport and dispatch boat. While the *Planter* had been moored to a wharf in Charleston and her captain was ashore, her pilot—a slave named Robert Smalls—had embarked his family and a few friends and quietly slipped out to sea. When *Planter* had passed beyond range of the last Southern gun, Smalls lowered her Confederate colors and hoisted a white flag, before steaming up to the Union clipper ship *Onward* and surrendering. His brave deed brought freedom to himself, seven other black men, five women, and three children. The following day, Parrott—the senior naval officer of Charleston—sent *Planter* to Port Royal where Du Pont took her into the Union Navy.

On the night of 24 and 25 May, the inbound steamer *Kate* dashed past the Union blockaders off Charleston but ran ashore under the protection of Confederate guns. In the morning, *Augusta* and *Pocahontas* tried to destroy the blockade runner by gunfire; but heavy seas and fire from Southern shore batteries prevented their succeeding. During the half-hour the Union ships were under fire, Confederate shells passed overhead and between *Augusta* and *Pocahontas* but none scored. On the other hand, although raised to their maximum elevation, the Union guns were unable to reach shore. This failure dramatically demonstrated *Augusta*'s need for heavier guns.

The following day, *Augusta* and *Huron* chased a runner named *Cambria*. *Huron* captured that steamer which had departed Nassau, cleared for St. John, New Brunswick, but was obviously headed for Charleston.

On 18 June, Du Pont ordered Parrott to move to Wassau Sound where *Augusta* labored to close that approach to Savannah until *Flag* relieved her at the end of the first week of July. Parrott then took his ship back to Charleston and by mid-month was again the senior officer blockading that strategic port.

But her hard service had taken a toll on *Augusta* and had been especially hard on her engines. On 5 August, Lt. Daniel Ammen—who had recently participated in a survey of the ship—felt that

repairing her might well cost more than constructing a new ship. Instead of repairing her, he suggested that her bow be reinforced so that she could be used as a ram to destroy *Atlanta*, a Southern ironclad ram at Savannah. This recommendation was not followed—probably because the Union Navy still needed more warships for blockade duty, and because *Augusta* had established a wide reputation for her outstanding sea-keeping ability. Instead, on 27 August, Du Pont sent her North for repairs. In his orders to Parrott, Du Pont—now an acting rear admiral—expressed his "... very sincere approbation and appreciation of the services rendered by *Augusta* on this station." He went on to point out that "... no vessel has seen more outside blockade service and has been less in port, and whose fires have been so seldom drawn."

Two days later, *Augusta*—towing *Seneca*—departed Port Royal. Upon her arrival at Philadelphia on 3 September 1862, Parrott commented, "The *Augusta* is the best sea boat I have ever seen; is fast, and, having very little motion, the steadiness of her decks aids very much the accuracy of her fire. I think her well worthy of an improved battery and a thorough outfit." The ship was decommissioned on 17 September 1862, and the Philadelphia Navy Yard gave her a speedy overhaul so that she might get to sea in pursuit of the Confederate commerce raider *Alabama* which had recently been preying upon Union shipping in the North Atlantic.

Recommissioned on 31 October 1862, *Augusta* received orders the next day to get underway for a cruise "... via Bermuda and St. Thomas through the Windward Islands and along the coast of South America ..." to seek out and to destroy Capt. Raphael Semmes' elusive cruiser. However, some ghosts or gremlins must have been left over from her Halloween recommissioning ceremony for engine trouble kept her in port and others went out instead.

On 5 November, *Augusta* was assigned a different mission, convoy duty for a group of transports which were to carry Army troops to the Gulf of Mexico to reinforce those already there under Major General Benjamin F. Butler. Four days later, General Nathaniel Banks received orders to command these troops and upon arrival at New Orleans, to relieve Butler in command of the Department of the Gulf.

When she was finally ready for sea, *Augusta* proceeded to Hampton Roads and there awaited Banks' transports. The convoy, which was not complete until early in December, sortied from the Virginia capes on the fourth. While the Union ships were en route south, a fierce storm partially dispersed them; but *Augusta* managed to remain with most of Banks' transports. This group arrived at Ship Island, Miss., on the 13th.

After Parrott had delivered his charges, *Augusta* headed back to the east coast. At the request of General Banks, she touched, en route, at Havana, Cuba, and at Key West to inquire about the stray ships of the convoy that had not yet reported. She also replenished her coal bunkers at the latter port; but, before she could resume her voyage to Port Royal to rejoin her squadron, she received new orders from Rear Admiral Theodorus Bailey.

On 22 December, Cornelius Vanderbilt's California mail steamer *Ariel* had steamed into Key West with word that—as she was steaming from New York toward Panama, she had been captured off the coast of Cuba by CSS *Alabama* and had been released on ransom. Her master had urged that the Navy henceforth escort *Ariel* and her sister mail steamers, especially those heading north from the isthmus with shipments of bullion from the California gold fields. On Christmas Day, Bailey directed Parrott to proceed to Aspinwall and to offer convoy or such other assistance to such steamers as may be necessary.

Augusta got underway immediately and, after completing this important mission, finally reported for duty to Du Pont at Port Royal on 18 January 1863. Following coaling and replenishment, she sailed for Charleston to relieve *Rhode Island* on blockade duty.

On the 29th, her boat crews joined those of *Housatonic* in assisting officers of *Unadilla* in refloating the iron-hulled screw steamer *Princess Royal*. *Unadilla* had forced her aground while that blockade runner was attempting to slip into Charleston with a cargo of arms and ammunition as well as an unrecorded number of large rifled naval guns and two powerful steam engines slated to be installed in Southern ironclads then under construction.

In the early morning fog of the last day of January, the Confederate ironclads *Chicora* and *Palmetto State* steamed out of Charleston and attacked the Union blockading fleet. *Palmetto*

State rammed and fired into *Mercedita*, reducing that Federal screw gunboat to "... a sinking and perfectly defenseless condition." Meanwhile, *Chicora* engaged *Keystone State*. One round burst the Northern side-wheeler's boiler, releasing scalding steam which killed one officer and 19 men and disabled another score of bluejackets.

When the Southern warships first emerged, *Augusta* was "... lying off the Swash Channel and saw flashes to the southward and westward and heard a few reports." Since gunfire at night was not unusual, Parrott concluded that some vessel was probably attempting to run the blockade. He followed long-standing instructions and kept *Augusta* on station, on the lookout.

At the first sign of dawn, *Quaker City*, next in line to the southward of *Augusta*, got underway and began firing. Parrott soon saw black smoke rising in the direction of the action, signaled the senior officer present—in *Housatonic*, next in line to the northward—that an enemy was present, and stood to the southward. A short while later, the two Southern ironclads passed successively between *Augusta* and the shore. During the exchange of fire, a nine-inch Southern shell entered *Augusta's* starboard side, passed just above her boiler, and lodged in her port side. *Housatonic* and *Memphis* also engaged the Confederate ironclads before the secessionist warships retired into the entrance to Maffitt's Channel.

But for occasional short runs to Port Royal to replenish her provisions and to refill her coal bunkers or to tow vessels to other points within the limits of her squadron, *Augusta* labored into the summer to tighten the blockade of Charleston during the ensuing months. Then, on 5 July, Du Pont—who was to be relieved of command of the South Atlantic Blockading Squadron by Rear Admiral Dahlgren—ordered Parrott "... to prepare the *Augusta* for sea, as I propose to go to the Delaware in your vessel." The transfer of command took place the next day on board the *Wabash* and, once Du Pont had embarked in *Augusta*, she sailed for the Delaware capes. After dropping off her former squadron commander at New Castle, the steamer proceeded upstream and arrived at the Philadelphia Navy Yard on 10 July.

The next day, Secretary of the Navy Gideon Welles wired Commodore Cornelius K. Stribling, the commandant of the Philadelphia Navy Yard, orders for *Augusta* "... to make a cruise to the fishing banks" CSS *Florida*—commanded by Comdr. John N. Maffitt—had recently been terrorizing Union shipping in the North Atlantic, and *Augusta* was sent out to join in the hunt for that Confederate commerce raider. As soon as she had finished coaling, the Union steamer put to sea and spent the rest of the month looking in vain for *Florida*. His inquiries of vessels and at visited ports prompted Parrott to conclude that the Southern cruiser had left the northwestern Atlantic more than a fortnight before. Welles was also convinced that Maffitt had sought warmer waters. As a result, soon after she arrived at the New York Navy Yard on the last day of July, *Augusta* was decommissioned for the long overdue complete overhaul that had first been interrupted by CSS *Alabama's* antics in the North Atlantic some nine months before.

The veteran steamer was not again ready for action until the following spring, and she was recommissioned on 12 May 1864, Comdr. Thomas G. Corbin in command. Assigned to the North Atlantic Blockading Squadron, she arrived at Hampton Roads on the evening of 4 June. Following brief blockade duty off Wilmington, N.C., she returned to Hampton Roads to prepare to escort the monitor *Tecumseh* to the Gulf of Mexico for Admiral Farragut's forthcoming attack on Mobile Bay. She, *Eutaw*, and the ill-fated monitor departed Hampton Roads on 5 July. The decision to send two escorts to tow *Tecumseh* proved to be a wise one, since all three ships suffered engine trouble during the voyage; but, by helping each other, the trio finally reached Pensacola on the 28th.

Augusta remained at that port undergoing repairs to her machinery while the monitor moved to Mobile Bay to participate in the historic battle on 5 August which brought her short career to a tragic close. When the yard work was finished, the steamer sailed north on 3 September and arrived back at Hampton Roads on the 12th and she entered the Norfolk Navy Yard to have her hull scraped before resuming duty. She returned to service in October and was assigned to the squadron's third division.

However, before the month ended, engine trouble forced *Augusta* to New York for repairs. Before this work could be accomplished, the Navy Department became aware of renewed and intensified threats to the security of the California mail steamers from Confederate cruisers and from groups of Southern

passengers who were plotting to seize these ships. To help in countering these dangers, *Augusta*—the only vessel available at New York for convoy duty—departed that port on the morning of 6 November in the wake of *North Star*, about two and one-half days after that steamer had sailed for Panama. Upon reaching Panama *Augusta* was to escort *North Star* back home. She arrived at Aspinwall on the morning of the 16th and, two days later, followed her charge out to sea. With great difficulty, she managed to keep *North Star* in sight for over three days; but, on the evening of the 21st, a loud and vibrant thump developed in her engine. She followed *North Star* to the Bahamas; and both ships stopped at Mathew Town, Great Inagua, in that island group. There, engineers inspected *Augusta's* machinery and confirmed that the piston rod was loose. Nevertheless, the commanding officers of the vessels decided to proceed north. About an hour after midnight on the 25th, the loose piston and rod separated with a violent concussion. The failure irreparably cracked the cylinder, utterly disabling *Augusta's* engine.

North Star towed her escort to Port Royal, S.C., where the two ships arrived on the 28th, and then proceeded on north alone. Comdr. Corbin was unable to arrange for a tow until the afternoon of 8 December when the Army transport *Arago* undertook the task. Bad weather plagued both ships as they fought their way northward, but they reached Hampton Roads safely on the evening of the 12th. There, General Butler forbade the master of the *Arago* to continue towing *Augusta* to New York, probably because he felt that she would be needed in the impending attack upon Fort Fisher. In some way Comdr. Corbin managed to arrange for a vessel which towed his ship to Baltimore. After she finally reached that port, *Augusta* was decommissioned on 6 January 1865.

Despite the seriousness of the ship's damage, the Navy decided to keep *Augusta* because of her outstanding sea-keeping qualities. Nevertheless, the fighting had ended before the steamer was again ready for service. By that time, the Government was cutting the Fleet back to peacetime size, so the ship remained in reserve until the spring of 1866, a year after the collapse of the Confederacy.

Augusta was recommissioned at the Washington Navy Yard on 2 April 1866, Comdr. Alexander Murray in command. A fortnight later, she received orders to proceed to New York; and she arrived at the New York Navy Yard on the 23d. On 5 May, she stood out into the Atlantic in company with the double-turreted monitor *Miantonomoh* and the side-wheel, double-ended gunboat *Ashuelot*. Two days later, *Ashuelot* left the group and set course for Boston where she embarked Gustavus Vasa Fox, the Assistant Secretary of the Navy. *Augusta* and the monitor arrived at Halifax, Nova Scotia, on the 10th and there, Murray later reported, received "... the first flow of that tide of visitors which, wherever we went, overwhelmed us." Underway again on the 18th, the two ships arrived at St. John's Newfoundland, on the 24th. *Ashuelot* rejoined the group there on 3 June.

The cruise the three ships were about to begin was undertaken to serve several purposes. First, it carried Mr. Fox to Russia as President Andrew Johnson's personal representative and as the bearer of a resolution of Congress congratulating Tsar Alexander II for his escape from the attack of a nihilist assassin. The United States also wished to express to the Tsar its appreciation for Russia's warm—albeit unofficial—support of the Union cause during the Civil War, especially of the Russian Fleet's friendly visit to Union controlled waters during the conflict.

Secondly, the cruise was made to show the world's naval powers the Nation's innovation in warship design, the monitor; and to demonstrate its ability to operate in the open sea. Finally, the operation was an effort to cultivate friendly relations with all of the nations visited—an early example of the Navy's "show-the-flag" policy.

The flotilla departed St. John's on 5 June and reached Queens-town, Ireland, on the 16th. *Ashuelot* parted from the group at that port. The two remaining warships headed for England on the 21st; and, during the ensuing year visited most of the maritime countries of Europe and, in every case, received enthusiastically friendly hospitality from royalty and commoners alike. The highlight of the cruise was the visit to Russia which began upon the warships' arrival at Helsingfors (Helsinki) on 3 August. Finland was then an autonomous duchy owing allegiance to the Tsar. Three days later, the pair reached Kronstadt, the port serving St. Petersburg and the Americans, home-away-from-home for more than a month in which they enjoyed the warmest of welcomes. The Tsar and members of the Russian royal fam-

ily visited the ships on the 9th. Lavish entertainment on board the royal yacht, sightseeing tours, and an inspection of the Russian Fleet filled the ensuing days until *Augusta* and *Miantonomoh* got underway again on 15 September and headed for Stockholm.

Besides their four days in Sweden, the Americans visited Germany—including the port of Kiel in the King of Prussia's newly acquired province of Schleswig-Holstein—France, Portugal, and Spain before they transited the Strait of Gibraltar two days before Christmas. They welcomed in the new year, 1867, at Malaga, Spain, and spent the next four and one-half months visiting the traditionally popular ports of call in the Mediterranean before departing Gibraltar on 15 May and heading home, via the Canary Islands, the Cape Verdes, Barbados, and the Bahamas. Following a week at Nassau, they began the final passage of the cruise on 17 July and moored in the Philadelphia Navy Yard on the 22d. Soon thereafter, *Augusta* was laid up in the New York Navy Yard and remained there until sold at auction on 2 December 1868 to "Commodore" Cornelius Kingsland Garrison.

Redocumented as *Magnolia* on 23 December 1868, the steamer was completely reconditioned and then operated out of New York to Charleston and Florida ports. In 1872, Garrison sold her to the Central Georgia Railway and Banking Co. for whom she continued to operate on the same route. Two years later, this corporation organized the Ocean Steamship Company as a subsidiary and gave the new firm all of its ships including *Magnolia*.

On 27 September 1877, *Magnolia* departed Savannah and headed for New York. Two days out, a severe storm arose imperiling the ship. Before dawn the next morning, the vessel began taking on water faster than her pumps could expel it. Soon the engine room floor collapsed and, by 8:00 a.m., rising water put out the boiler's fires. After a futile struggle to pump out and bail out the ship, the master ordered the crew to abandon ship. No one was lost or injured in the sinking.

III

(Yacht: t. 93; l. 103'; b. 16'; dr. 5' (mean); s. 12.0 k.; cpl. 14; a. 2 3-prds., 1 mg.)

Augusta—a "luxuriously furnished" wooden-hulled steam yacht designed by the noted naval architect firm of Gielow and Orr and built in 1912 by the Nelson Shipyard and Construction Co., of Harrisburg, Tex., for Camille J. Pilot (1861–1953), a prominent Houston merchant and one of the original stockholders of the *Houston Chronicle* newspaper—was acquired by the Navy under a free lease on 1 August 1917, assigned the classification SP-946, and commissioned on 11 August 1917, Ens. Norman V. Pilot, USNRF, in command.

Available records indicate that *Augusta* spent the duration of World War I on section patrol duties in the 8th Naval District, specifically operating out of Galveston, Tex., on harbor patrol, tracking the movements of shipping in that busy gulf coast port, and conducting routine training and drills, interspersed with the usual upkeep and maintenance. Decommissioned on 12 December 1918, a month and a day after the armistice was signed ending World War I. *Augusta* was simultaneously returned to her owner.

Later re-engined, *Augusta* remained in the hands of Camille Pilot until his death at the age of 92, in 1953. Shortly thereafter, the name *Augusta* disappeared from the contemporary lists of American yachts.

IV

(CL-31: dp. 9,050; l. 600'3"; b. 66'1"; dr. 16'4"; s. 32.7 k.; cpl. 735; a. 9 8", 9 5", 8 .30-cal. mg., 6 21" tt.; cl. *Northampton*)

The fourth *Augusta* (CL-31) was laid down on 2 July 1928 at Newport News, Va., by Newport News Shipbuilding and Dry Dock Co.; launched on 1 February 1930; sponsored by Miss Evelyn McDaniel of Augusta, Ga.; and commissioned at the Norfolk Navy Yard, Portsmouth, Va., on 30 January 1931, Capt. James O. Richardson in command.

Damage to one of her turbines curtailed the ship's original shakedown cruise, but *Augusta* conducted abbreviated initial training during a cruise to Colon, Panama, and back, before she was assigned duty as flagship for Commander, Scouting Force, Vice Admiral Arthur L. Willard, on 21 May 1931. During the summer of 1931, she operated with the other warships of Scout-

ing Force carrying out tactical exercises off the New England coast. In August 1931, she was reclassified a heavy cruiser, CA-31. In September, *Augusta* moved south to Chesapeake Bay, where she joined her colleagues in their normal fall gunnery drills. That employment lasted until mid-November when the cruisers disbanded and retired to their respective home yards. *Augusta* entered the Norfolk Navy Yard at that time.

At the beginning of 1932, she and the other cruisers of the Scouting Force reassembled in Hampton Roads, whence they departed on 8 January on their way to Guantanamo Bay, Cuba. *Augusta* conducted training evolutions with the Scouting Force in the vicinity of Guantanamo Bay until 18 February, when the force headed for the Panama Canal on its way to the eastern Pacific to participate in Fleet Problem XIII. She arrived in San Pedro, Calif., on 7 March but returned to sea three days later to execute the fleet problem. During the maneuvers, *Augusta* and her colleagues in Scouting Force squared off against Battle Force in defense of three simulated "atolls" located at widely separated points on the west coast. The exercises afforded the Fleet training in strategic scouting and an opportunity to practice defending and attacking a convoy.

Though the fleet problem ended on 18 March, *Augusta* and the rest of Scouting Force did not return to the Atlantic at its conclusion as was normal. In a gesture that presaged Roosevelt's retention of the Fleet at Pearl Harbor in 1940 after Fleet Problem XXI, the Hoover Administration kept the Fleet concentrated on the west coast throughout 1932 in the forlorn hope that it might restrain Japanese aggression in China. In fact, Scouting Force was still on the west coast almost a year later when the time came for Fleet Problem XIV in February 1933, and the Roosevelt Administration, which took office in March, proceeded to keep it there indefinitely. Consequently, *Augusta* continued to operate in the eastern Pacific until relieved of duty as Scouting Force's flagship late in October 1933. The heavy cruiser sailed for China on 20 October.

Steaming via the "Great Circle" route (the Northern Pacific) from Seattle to Shanghai, *Augusta* moored in the Whangpoo River, at Shanghai, on the morning of 9 November 1933. That afternoon, Admiral Frank B. Upham, Commander in Chief, Asiatic Fleet (CinCAF), broke his flag on board the newly arrived heavy cruiser, and his old flagship, *Houston* (CA-30), sailed for the United States, trailing a long homeward-bound pennant in her wake.

Soon after she broke Admiral Upham's flag and *Houston* sailed for home, *Augusta* proceeded south from Shanghai in December 1933, and, over the next few months, operated in the Philippines, interspersing training with her yearly overhaul at Cavite and Olongapo.

That spring, *Augusta* returned to China waters, "showing the flag", and then steamed to Yokohama, Japan, arriving there on 4 June. At 0730 the following morning, Admiral Upham left the ship to attend the state funeral ceremonies for the late Fleet Admiral Heihachiro Togo; *Augusta* commenced firing 19 one-minute guns in honor of the Japanese naval hero at 0830. Departing Yokohama with Admiral Upham embarked on 11 June, the heavy cruiser then visited Kobe (12 to 15 June) before she proceeded to Tsingtao, arriving there on 17 June.

Augusta remained in Chinese waters until 5 October 1934, when the heavy cruiser departed Shanghai for Guam, arriving there on the 10th. Sailing the next day, she proceeded to Australian waters for the first time, reaching Sydney on the 20th. She remained there a week, while Admiral Upham visited the capital of Australia, Canberra, on 25 and 26 October. With CinCAF back on board on the 26th, *Augusta* cleared Sydney the following day for Melbourne, arriving there on 29 October. She remained in that port, observing the centenary ceremonies for that Australian port city, until 13 November, when she sailed for Fremantle and Perth. Winding up her visit to Australia on 20 November, the heavy cruiser sailed for the Dutch East Indies.

Augusta reached Batavia on 25 November and remained there until 3 December, on which date she sailed for the fabled isle of Bali, arriving at the port of Lauban Amok on 5 December. Underway again on the 8th, *Augusta* touched at Sandakan (14 to 16 December), Zamboanga (17 to 19 December), and Iloilo (20 to 21 December), before reaching Manila on the 22d.

The heavy cruiser remained in the Philippine Islands, receiving her usual yearly overhaul at Cavite and drydocking at Olongapo, in the drydock *Dewey*, before she reembarked Admiral Upham and sailed for Hong Kong on 15 March 1935. Arriving on the 16th, *Augusta* remained there until the 25th, while

CinCAF was embarked in the yacht *Isabel* (PY-10) for a trip to Canton (17 to 20 March 1935). The cruiser's draft did not permit her to make the passage up the Pearl River to Canton. She got underway again on the 25th for Amoy and stayed there from 26 to 29 March, before she proceeded thence to Shanghai, arriving at that port city on the last day of March.

Augusta remained at Shanghai until 30 April, at which point she sailed for her second visit to Japan, reaching Yokohama on 3 May 1935. The ship remained there for two weeks, Admiral Upham disembarking on the day she arrived (3 May) and travelled by automobile to Tokyo, where he remained until the 9th, when he returned to his flagship. Steaming thence to Kobe, and arriving there on 18 May for a week's sojourn, *Augusta* sailed for China on 25 May, and reached Nanking, the Chinese capital, on the 29th.

The flagship remained at Nanking until 4 June, at which point she sailed for Shanghai, arriving the following day. "*Augie Maru*," as her crew had affectionately nicknamed her, lingered at Shanghai until 27 June, when she sailed for North China, reaching Tsingtao on the 29th. She remained at that port city, operating thence on exercises and gunnery practice, for the rest of the summer.

Augusta departed Tsingtao on 30 September for Shanghai, and arrived at her destination on 1 October, where, four days later, Admiral Orin G. Murfin relieved Admiral Upham as CinCAF. On 8 October, with the new CinCAF embarked, *Augusta* departed Shanghai for points south. Admiral Murfin transferred to *Isabel* to visit Bangkok (15 to 22 October), while he returned to the heavy cruiser to visit Singapore (24 to 30 October). Subsequently touching at Pontianak and Jesselton, North Borneo, (31 October to 1 November and from 3 to 5 November, respectively), "*Augie Maru*" visited the southern Philippine ports of Zamboanga (6 to 8 November) and Iloilo (9 to 10 November), before she returned to Manila on 11 November 1935.

While *Augusta* underwent her annual overhaul at Cavite and Olongapo, Admiral Murfin flew his flag in *Isabel* from 14 December 1935 to 27 February 1936. Soon thereafter, the heavy cruiser, again having CinCAF on board, sailed for the a succession of Philippine ports and places: Catbalogan, Cebu, Tacloban, Davao, Dumanquilas, Zamboanga, Tutu Bay, Jolo, and Tawi Tawi, before the ship returned to Manila on 29 March.

Underway on the last day of March for Chinese waters, *Augusta* cleared Manila on that day and arrived at Hong Kong on 2 April, remaining there until the 11th. During this time, Admiral Murfin embarked in *Isabel* for the trip up the Pearl River to Canton (6 to 8 April), returning on the latter date to reembar in his flagship to resume his voyage up the China coast. Visiting Amoy on 12 and 13 April, *Augusta* then paused briefly at Woosung on 16 April before proceeding up the Yangtze, reaching Nanking on the following day. While *Augusta* dropped back down the Yangtze to the Whangpoo River, and Shanghai, Admiral Murfin continued up the Yangtze to Hankow in *Isabel*, thence to Ichang by commercial airliner, thence in the river gunboat *Panay* (PR-5) to Crossing 22, and finally back to Hankow and Shanghai in *Isabel*, where he rejoined *Augusta* on 4 May.

Augusta sailed for Japan on 21 May, for her third visit to that country, arriving at Yokohama on the 25th. The Asiatic Fleet flagship remained at that port until 5 June, on which day she sailed for Kobe, arriving there the following day. She remained in Japanese waters until 13 June, when she got underway for Tsingtao, arriving on the 16th.

Augusta remained at Tsingtao, operating thence on exercises and training, for two months, before she sailed for another North China port, Chefoo, on 17 August. Arriving later the same day, the ship departed Chefoo on the 21st, and returned to Tsingtao, remaining there into mid-September.

Underway for Chinwangtao, the port at the foot of the fabled Great Wall of China, on 14 September, *Augusta* reached her destination on the 15th, where Admiral Murfin disembarked to visit the old imperial city of Peiping (Peking). Following his inspection of the Marine Corps legation guard at that city, CinCAF returned to Chinwangtao by train and reembar in his flagship on 25 September. Underway from Chinwangtao on the 28th, *Augusta* visited Chefoo (28 September) before returning to Tsingtao on the following day, 29 September 1936.

Augusta stood out of Tsingtao on the same day she arrived, however, and reached Shanghai on 1 October. At the end of that month, on 30 October, Admiral Murfin was relieved as CinCAF by his Naval Academy classmate, Admiral Harry E. Yarnell.

Shortly thereafter, with her new CinCAF embarked, *Augusta* stood down the Whangpoo River on 3 November 1936 on her annual southern cruise.

Augusta again visited a succession of ports: Hong Kong (5 to 12 November), Singapore (16 to 23 November), Batavia (25 November to 1 December), Bali (4 to 7 December), Makassar (8 to 12 December), Tawi Tawi and Tutu Bay (14 December), Dumanquilas Bay (15 December), Zamboanga (15 to 16 December), and Cebu (17 December), before she returned to Manila on 19 December. Admiral Yarnell transferred his flag to *Isabel* on 2 January 1937, when *Augusta* entered Cavite Navy Yard for repairs and alterations that included the fitting of splinter protection around the machine gun positions at the foretop and atop the mainmast. The CinCAF used *Isabel* as his flagship through March, rejoining *Augusta* at Manila on 29 March 1937.

Augusta remained in Philippine waters for the next several days, at Manila (29 March to 2 April) and Malampaya (on 3 and 4 April) before she returned to Manila on the 5th. Touching briefly at Port San Pio Quinto on 7 and 8 April, the Asiatic Fleet flagship sailed for Hong Kong on the 8th, arriving at the British Crown Colony the following day. Shifting his flag to *Isabel* for the trip to Canton, Admiral Yarnell returned to *Augusta* on 13 April, and the heavy cruiser sailed for Swatow on the 18th. The ship visited that South China port on the 19th, and Amoy the following day, before the CinCAF shifted his flag again to *Isabel* for a brief trip to Pagoda Anchorage (21 to 22 April), rejoining the heavy cruiser on the 23d.

Augusta stood up the Whangpoo River on 24 April and arrived at Shanghai that day, mooring just upstream from the city proper. She remained at Shanghai until 5 May, when she sailed for Nanking. The flagship remained at that Yangtze port from 6 to 9 May before she got underway on the latter day for Kiukiang, further up the Yangtze. Shifting his flag to *Isabel*, Admiral Yarnell then visited Hankow and Ichang in that ship, transferring thence on 22 May to *Panay* at Ichang for the voyage up the Yangtze through the gorges and rapids that lay above that port. After visiting Chungking, the CinCAF returned to Ichang in *Guam* (PR-3), where he rejoined *Isabel* for the trip to Hankow and Nanking. Admiral Yarnell eventually rejoined *Augusta* at Shanghai on 2 June 1937.

Clearing Shanghai on 7 June, *Augusta* sailed for North China, and reached Chinwangtao on the 9th, where Admiral Yarnell disembarked with members of his staff to journey to Peking by rail, where the admiral would conduct the yearly CinCAF inspection of the legation guard. The admiral rejoined the cruiser at Chinwangtao on 22 June, and the ship sailed soon thereafter for Chefoo (visiting that port on 24 and 25 June) and Tsingtao, arriving there on 26 June for the summer.

Augusta was conducting her usual training from that North China port when events elsewhere in that region took a turn for the worse. Political relations between China and Japan had been strained for some time. The Chinese attitude toward the steady and unrelenting Japanese encroachment into North China in the wake of the 1931 seizure of Manchuria was stiffening. Chiang Kai-shek, China's leader, asserted that China had been pushed too far, and launched feverish efforts to improve his nation's military posture. The Japanese eyed their giant neighbor warily.

On the night of 7 July 1937, in the outskirts of Peking, Japanese and Chinese units exchanged gunfire near the ornate Marco Polo Bridge. The incident quickly escalated into a state of hostilities in North China, with the Japanese taking Peking against little resistance by the end of July. Against this backdrop of ominous developments, Admiral Yarnell considered cancelling a goodwill visit to the Soviet port of Vladivostok, but was ordered to proceed.

Keeping a wary eye on developments in China, Admiral Yarnell sailed for Vladivostok in *Augusta* on 24 July, his flagship accompanied by four destroyers. After passing through the edge of a typhoon en route, *Augusta* and her consorts reached that Soviet port on the 28th, and remained there until 1 August, the first United States naval vessels to visit that port since the closing of the naval radio station there in 1922. As Yarnell later wrote, "The visit of this force evidently has meant a great deal to these people," as both officers and men were lavishly entertained.

Departing Vladivostok on 1 August, *Augusta* and the four destroyers sailed for Chinese waters, the latter returning to their base at Chefoo and *Augusta* returning to Tsingtao, where Admiral Yarnell continued to receive intelligence on the situation in North China and, as events developed, around Shanghai, where increasing Chinese pressure on the comparatively small

Japanese Special Naval Landing Force led to a build-up of Japanese naval units in the Whangpoo River leading to that port. The death of a Japanese lieutenant and his driver near a Chinese airfield on 9 August proved to be the spark that set the tinder box alight, as hostilities commenced within days. With considerable American interests in the International Settlement of Shanghai, Admiral Yarnell deemed it best to sail to that port to make it his base of operations. Accordingly, *Augusta* sailed for Shanghai on the morning of 13 August 1937.

Her passage slowed by a typhoon which caused the ship to reduce her speed to five knots and which produced rolls of as great as 30 degrees, in addition to wiping away the port 26-foot motor whaleboat and its davits, *Augusta* reached her destination the following day, and stood up the Whangpoo. En route to her moorings, she passed many Japanese warships, principally light cruisers and destroyers, who duly rendered the prescribed passing honors to *Augusta's* embarked admiral.

Meanwhile, at Shanghai proper, Chinese Air Force planes, Northrop 2-E light attack bombers, had endeavored to drop bombs on Japanese positions in their portion of the International Settlement. They fell short and caused extensive damage and heavy loss of life in the neutral portion of the settlement. One plane, having retained its bombs, proceeded down the Whangpoo and dropped two bombs near *Augusta*, the missiles exploding in the water off the flagship's starboard bow. Soon thereafter, painters ascended atop *Augusta's* three main battery gunhouses and painted large American flags to identify more clearly the ship's nationality, and, thus, her neutral character.

On 18 August, *Augusta* unmoored and shifted further upstream and moored off the Shanghai Bund, assisted in the evolution of turning 180 degrees in the stream by tugs. She would remain in that mooring, in a prominent position off the famous "Bund" into January 1938, observing the Sino-Japanese hostilities at close range.

Initially, there was the problem of evacuating Americans from the war zone. American merchantmen called at Shanghai to do so, passengers travelling downstream to waiting steamships on the Dollar Line tender guarded by sailors from *Augusta's* landing force. The flagship's marine detachment, meanwhile, went ashore to aid the 4th Marines in establishing defensive positions to keep hostilities out of the neutral enclaves. On 20 August 1937, while the flagship's crew gathered amidships on the well deck for the evening movies, a Chinese anti-aircraft shell landed amongst the sailors, killing one and wounding several. Ten days later, Chinese planes bombed the American Dollar Line SS *President Hoover* off the mouth of the Whangpoo, with one death and several wounded. American ships ceased calling at Shanghai as a result, and Admiral Yarnell's attempts to get a division of heavy cruisers to carry out the evacuation met resistance from President Franklin D. Roosevelt.

At Shanghai, *Augusta's* officers and men found themselves with grandstand seats at an Asian war. Her moorings proved a splendid vantage point from which Americans could size up the Japanese Navy, and how well its ships and planes operated, an opportunity not lost on Admiral Yarnell, who sent insightful intelligence reports back to Washington, striving to alert the United States Navy to the character and capabilities of the navy many regarded as the future enemy.

On 12 December 1937, Japanese naval planes sank the gunboat *Panay* and three Standard Oil tankers north of Nanking, in the Yangtze River. Soon thereafter, the ship's survivors arrived at Shanghai in *Panay's* sister ship, *Oahu* (PR-6), which moored alongside *Augusta* on the 19th. They spent Christmas with *Augusta's* crew.

On 6 January 1938, *Augusta* departed Shanghai for the Philippines, for her yearly overhaul period. Admiral Yarnell, however, his presence in China deemed necessary to uphold American prestige in the Orient, remained in Shanghai with a token staff on board *Isabel*. He ultimately rejoined *Augusta* when she returned to Shanghai on 9 April 1938, after her yearly overhaul.

Proceeding north along the China coast, *Augusta* visited Tsingtao (12 to 13 May) and Chefoo (14 May) before she arrived at Chinwangtao on 15 May. There, Admiral Yarnell disembarked and entrained for Tientsin and Peking, inspecting the marine detachments in both places before ultimately returning to Chinwangtao to reembarc in his flagship on 29 May. Proceeding thence via Chefoo, *Augusta* reached Shanghai on 6 June; the CinCAF transferred his flag to *Isabel* on 23 June, and sailed for Nanking and Wuhu, returning to Shanghai and *Augusta* on 27 June.

Returning to Tsingtao on 3 July 1938, *Augusta* operated in North China waters, between Tsingtao and Chinwangtao, for the remainder of the summer and through early October. Sailing for Shanghai on 10 October, the cruiser arrived at her destination two days later, and remained there through Christmas. She sailed again for the Philippines on 27 December 1938; once again, Admiral Yarnell remained in Shanghai with his flag in *Isabel*.

Following her yearly navy yard overhaul, and training in Philippine waters, *Augusta* visited Siam, French Indo-China, and Singapore en route back to Shanghai, making port at her ultimate destination on 30 April 1939. The heavy cruiser, again wearing Admiral Yarnell's flag, lay at Shanghai until 8 June, when she got underway for Chinwangtao. Arriving there on 10 June, the heavy cruiser subsequently touched at Chefoo (24 to 25 June) and Tsingtao (26 June to 16 July) before she sailed down to Shanghai, arriving on the 18th.

On 25 July 1939, Admiral Thomas C. Hart relieved Admiral Yarnell as CinCAF. The heavy cruiser then sailed for Tsingtao, on 2 August. She remained based at that North China port—she lay moored there on the day war broke out in Europe with the German invasion of Poland—through late September 1939. During this period, the ship twice visited Shanghai (5 to 7 September and 15 to 19 September), and also visited Chinwangtao, Chefoo, and Peitaiho. Late in September, Admiral Hart disembarked at Chinwangtao and inspected the marine detachments at Peking and Tientsin.

Returning to Shanghai on 12 October, *Augusta* remained there through mid-November; during this time Admiral Hart shifted his flag to *Isabel* and proceeded up the Yangtze to Nanking on an inspection trip (3 to 7 November 1939). Sailing for the Philippines on 21 November, the heavy cruiser visited Amoy en route (22 to 23 November 1939), and ultimately reached Manila on 25 November. The ship remained there through early March 1940.

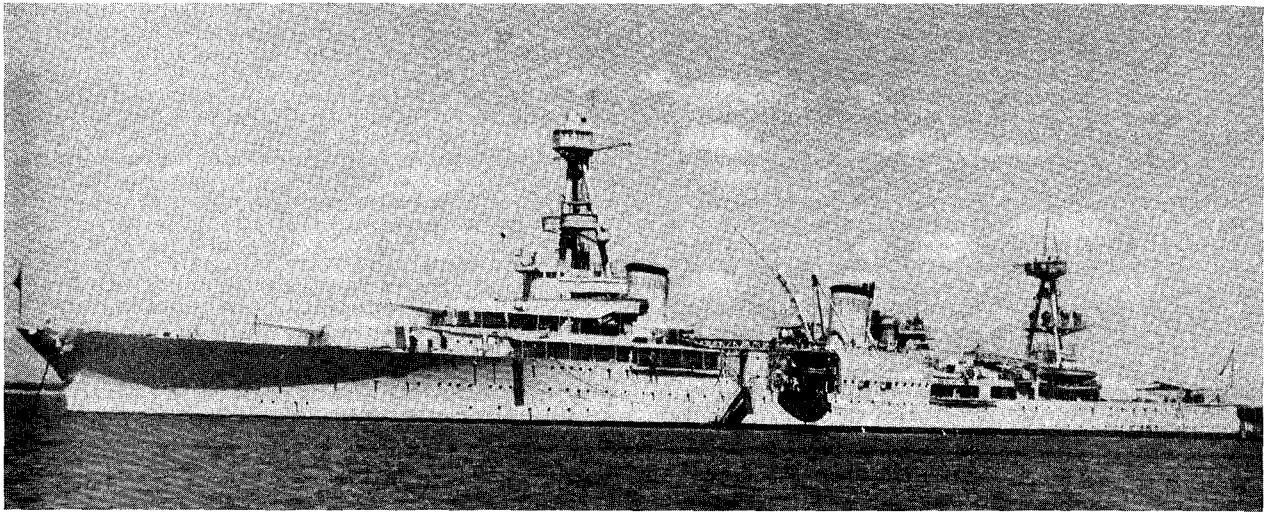
Augusta operated in the Philippines through early April, visiting Jolo and Tawi Tawi. Admiral Hart wore his flag in *Isabel* during March, for cruises to Cebu, Iligan, Parang, Zamboanga, and Jolo, rejoining *Augusta* at Jolo on 19 March. Transferring his flag back to *Isabel* at Tawi Tawi two days later, Admiral Hart cruised to Malampaya Sound, ultimately rejoining his flagship on 26 March at Manila. *Augusta* then sailed for Shanghai while Admiral Hart, who had again transferred his flag to *Isabel* on 13 April, visited Swatow and Amoy, ultimately rejoining *Augusta* and breaking his flag on board the cruiser on 22 April.

Following a month at Shanghai, "*Augie Maru*" sailed for North China, visiting Chinwangtao (12 June) before beginning her cycle of training operations from Tsingtao soon thereafter. *Augusta* operated out of Tsingtao into late September. Circumstances requiring Admiral Hart on several occasions to visit Shanghai, he traveled once to Shanghai in *Isabel* and back in *Augusta*; to Shanghai in *Porpoise* (SS-172) and back to Tsingtao in *Isabel*; and one round trip to Shanghai and back in *Marblehead* (CL-12). *Augusta* departed Tsingtao for the last time on 23 September, arriving at Shanghai on the 25th.

Moving on to Manila, arriving there on 21 October, *Augusta* remained there into late November, to be relieved by her recently modernized sister ship *Houston* as Admiral Hart's flagship on 22 November 1940. *Augusta* sailed for the United States, clearing Manila Bay that same day.

On 24 November 1940, she was ordered to search the waters north of the Hawaiian chain, to investigate reports of the activity of "Orange" (Japanese) tankers in the vicinity. At this point on her way back from the Asiatic station, the cruiser encountered bad weather—heavy swells and fresh-to-strong cross winds—that rendered searching by her aircraft "impracticable." As she neared the focal point of her search (35 degrees north latitude, 165 degrees west longitude), *Augusta* darkened ship and set condition III. As she passed between the two designated points on her search, she posted special lookouts from dawn to dark. Although the visibility varied between 8 to 15 miles, *Augusta's* Capt. John H. Magruder, Jr., estimated that his ship had swept a belt approximately 25 miles wide, maintaining radio silence until well clear of the area searched. "Weather conditions were such that fueling at sea in the area would not have been practicable," Capt. Magruder reported later, alluding to the reason why his ship had been dispatched to those waters, "and submarine operations at periscope depth would have been difficult due to the danger of broaching."

Ultimately reaching Long Beach on 10 December 1940, *Augusta* entered the Mare Island Navy Yard for a major refit soon thereafter. While *Augusta* had been serving as the Asiatic Fleet



Augusta (CA-31) anchored off Jolo, in the Philippines, 16 March 1940. Note her accommodation ladder, which faces forward; she was the only ship of the *Northampton* class that had this feature. (80-CF-21338-10)

flagship, alterations of the type accomplished in her sister ships had been deferred until her return to the United States.

During this overhaul, the ship received significant changes in her anti-aircraft battery. Four additional 5-inch guns were mounted atop the aircraft hanger; splinter protection was fitted for the 5-inch guns on the hangar and on the boat deck; interim 3-inch anti-aircraft guns were installed (ultimate armament fit called for a one-to-one replacement of these mounts with 1.1-inch guns); and Mark XIX directors were installed for the 5-inch guns. The placement of directors and rangefinders altered her silhouette, and a pedestal was fitted atop the foremast to receive a CXAM radar antenna when it became available.

Departing Mare Island on 11 April 1941, *Augusta*, her configuration altered and wearing a new paint job, sailed for San Pedro, remaining there over 12 and 13 April. She transited the Panama Canal four days later, reporting for duty with the Atlantic Fleet on 17 April. Departing the Canal Zone on the 19th, the heavy cruiser arrived at Newport, R.I., on 23 April. Admiral Ernest J. King, now Commander in Chief, Atlantic Fleet, returned from Washington, D.C., on 2 May and broke his flag in *Augusta*. The cruiser remained at Newport, serving as the administrative CINCLANT flagship (although Admiral King journeyed to Washington again during this time), through most of May, until she sailed for Bermuda on the 24th of that month. Reaching her destination on the 26th, she remained there only until the 28th, at which time she sailed for Newport once more.

Augusta remained anchored at Narragansett Bay from 30 May to 23 June, when she sailed for the New York Navy Yard. She had been chosen for special duty, the inception of which had come in the developing personal relationship between President Franklin D. Roosevelt and Britain's Prime Minister, Winston Churchill. The two leaders had sought a face-to-face meeting for some time, and Harry Hopkins (President Roosevelt's personal representative) had visited Churchill and sounded him out on the proposal as early as February 1941. The President had also discussed the idea with Admiral King earlier that spring. Original intentions had been to hold such a conference in June, but British disasters in Greece and Crete had forced a postponement until later in the summer.

Augusta had been chosen to serve as the President's flagship as early as mid-June, shortly after Admiral King had visited Roosevelt in connection with the drafting of Western Hemisphere Defense Plan No. Four. On 16 June, the New York Navy Yard commandant was informed that *Augusta* would soon require an availability for the installation of her CXAM radar and 1.1-inch anti-aircraft guns, "incident to possible future Presidential use and other urgent work." Details of the availability assignment, however, touched off a "little war" between the Bureau of Ships (BuShips) and CINCLANT. Since BuShips had no word concerning the President's plans, they issued orders to hold *Augusta* at New York Navy Yard for extended repairs. On 22 June, Admi-

ral King informed BuShips, however, that alterations to the heavy cruiser "for possible use by the President were initiated by the Commander in Chief, Atlantic Fleet, after conversations with the President" and that the alteration should be limited to accomplish only "essential" items. *Augusta* remained in the yard at New York from 23 June to 2 July, after which time she resumed operations along the eastern seaboard, in waters off Hilton Head and Charleston, S.C. (4 to 5 July), Hampton Roads (6 to 7 July) before she returned to Newport on 8 July. She remained there into August.

During that time, details for the meeting between President Roosevelt and Prime Minister Churchill were worked out and plans set in motion to bring it to pass. While Churchill was making the Atlantic crossing in the modern battleship HMS *Prince of Wales*, the President was on his way; he departed Washington, D.C. at 1100 on 3 August, his ultimate destination the Submarine Base at New London, Conn., where he embarked with his party on board the Presidential yacht *Potomac* (AG-25), which, in company with her escort, *Calypso* (AG-26), soon sailed for Appogansett Bay. There the President did some fishing and entertained guests (the Crown Princess of Norway, Martha, among others). Ultimately, at 2223 on 4 August, *Potomac* anchored in Menemsha Bight, Vineyard Sound, Mass., joining *Augusta*, which had already arrived. *Tuscaloosa* (CA-37) and five destroyers lay nearby.

At 0530 on 5 August, *Potomac* came alongside *Augusta* and moored, the President and his party embarking in the heavy cruiser at 0617. For security purposes, the President's flag, however, remained in *Potomac* while she, accompanied by *Calypso*, transited the Cape Cod Canal to New England waters. A Secret Serviceman, approximating the President in size and affecting the Chief Executive's mannerisms when visible from a distance, played a starring role in the drama. Press releases issued daily from *Potomac* led all who read them to believe that "FDR" was really embarked in his yacht on a pleasure cruise.

Meanwhile, *Augusta*, accompanied by *Tuscaloosa* and their screening destroyers, stood out of Vineyard Sound at 0640, at 20 knots, passing the Nantucket Shoals lightship at 1125. Increasing speed slightly during the night, the ships steamed on, darkened. Outside of a brief two-hour period the following day, 6 August, when the formation encountered heavy fog which forced them to slow to 14 knots, the ships maintained a 20-21 knot pace for the rest of the voyage to Newfoundland. Ultimately, on the morning of 7 August 1941, *Augusta* and her consorts stood into Ship Harbor, Placentia Bay, and anchored to await the arrival of Prime Minister Churchill.

During the forenoon, the Chief Executive indulged in one of his favorite leisure activities, fishing, from *Augusta*'s forecastle. Roosevelt "caught a large and ugly fish which could not be identified by name and which he directed be preserved and delivered to the Smithsonian Institute upon return to Washington." At

1335 the President left the ship in a whaleboat to fish in the nearby waters, taking with him members of his party and his son, Ens. Franklin D. Roosevelt, Jr., USNR, an officer in the destroyer *Mayrant* (DD-403) on temporary duty as his father's aide. Later, after a somewhat less than successful fishing expedition, the President inspected the waterfront and the base development at Argentina.

On 9 August, Prime Minister Churchill arrived at Argentina in *Prince of Wales*, the arrival of the battleship viewed by the President and his party; Churchill visited the President at 1100 that day, and lunched with him in his cabin. Admiral King entertained members of the respective staffs at a luncheon in his cabin. The heavy cruiser also embarked Harry Hopkins, who had come across from England on board *Prince of Wales*. The Prime Minister later dined with the President, and ultimately left *Augusta* at 2345.

The following day, *McDougal* (DD-358) came alongside and embarked the President and his party, transporting them to *Prince of Wales* for divine services, an inspection of the battleship's topsides, and a luncheon. President Roosevelt again entertained the Prime Minister on board *Augusta* that evening. On 11 and 12 August, Prime Minister Churchill and members of his staff came on board the heavy cruiser for conferences with the President and his aides; from these discussions emerged the famed "Atlantic Charter." On the latter day, the final draft of the "Eight Points" of the charter was completed. With the meeting having been completed, President Roosevelt and his staff assembled on *Augusta's* quarterdeck at 1450 on 12 August to bid Prime Minister Churchill and his staff farewell. With the ship's guard and band paraded, the parting ended with the playing of "God Save the King." A little over two hours later, *Prince of Wales* passed close aboard and rendered passing honors, after which the band stuck up "Auld Lang Syne." Soon thereafter, *Augusta* got underway in company with *Tuscaloosa* and their screening destroyers, en route to Blue Hill Bay, Maine, to rendezvous with *Potomac* and *Catypso*.

The following day, a dense fog prompted the ships to reduce speed, and the President and the members of his staff rested, preparing for the transfer to *Potomac*. The following morning, 14 August, off Cape Sable, President Roosevelt went on deck to witness the operations of the first aircraft escort vessel (later CVE) *Long Island* (AVG-1), the prototype of a ship type that the Chief Executive had avidly pushed toward development. *Long Island* launched three Brewster F2A-2s by the catapult method and six Curtiss SOCbs by conventional carrier takeoff. That afternoon on board *Augusta*, Admiral King hosted a farewell luncheon for the President.

August anchored at Blue Hill Bay at 1228 on 14 August, and shortly thereafter, *Potomac* moored alongside to commence the transfer of baggage and other gear, ultimately casting off at 1418 for passage to Rockland, Maine.

Augusta returned to Narragansett Bay on 15 August, and remained there for ten days, putting into the New York Navy Yard soon thereafter. She returned to Newport on 29 August. Admiral King retained *Augusta* as his flagship through the autumn, while she operated between Newport and Bermuda. During this time, she also briefly embarked Secretary of the Navy Frank Knox.

The day of the Japanese attack on Pearl Harbor, 7 December 1941, found *Augusta* moored at buoy 7, Newport. From that day until the 11th, she operated out of Newport; she remained in port until 11 January 1942. During this time, on 5 January 1942, Rear Admiral Royal E. Ingersoll (one of *Augusta's* former commanding officers) relieved Admiral King as Commander in Chief, United States Atlantic Fleet.

Augusta stood out of Newport on 12 January, en route to Casco Bay, Maine, via the Cape Cod Canal. She arrived the next day, and after conducting training exercises, returned to Newport on 17 January, Rear Admiral Ingersoll shifted his flag from *Augusta* to *Constellation*.

On 19 January, *Augusta* got underway for Bermuda, arriving two days later and joining Task Group (TG) 2.7. She operated with this unit when it proceeded to Martinique to conduct a "show of force" between 22 February and 4 March, and returned to Shelley Bay, Bermuda, on 5 March.

As part of TG 22.7—consisting of *Ranger* (CV-4), *Savannah* (CL-42), *Wainwright* (DD-419), *Lang* (DD-399), and *Wilson* (DD-408)—she stood out on 13 March to patrol the waters of the Caribbean. The destroyers *Hambleton* (DD-455) and *Emmons* (DD-457) joined the formation on 15 March, and the following day

Augusta was detached and, with *Hambleton* and *Emmons*, steamed to New York. While on passage, *Augusta* sent *Hambleton* to investigate a dim flashing light abaft her starboard beam during a heavy storm on 18 March. The destroyer rescued six survivors of the stricken Honduran steamer *Ciepa*, and rejoined *Emmons* and *Augusta* after nightfall.

Augusta made landfall at New York on 19 March, and the heavy cruiser underwent repairs and alterations until 7 April, when, along with *Wilkes* (DD-441) as escort, she sailed for Newport. The next morning, *Wilkes* was rammed by the steamer *Davilla* and was forced to proceed on one engine to Boston. *Augusta* steamed on alone to Casco Bay, arriving on 8 April. On 14 April, in company with destroyers *Corry* (DD-463) and *Aaron Ward* (DD-483) as escorts, she conducted experimental firings of turret guns against a drone simulating a torpedo plane approach, and returned to Casco Bay that night.

Two days later, escorted by *Macomb* (DD-458), she transited the Cape Cod Canal and touched at Newport. Joining Task Force (TF) 36 there, of which *Ranger* was flagship, the cruiser departed on 22 April for Trinidad. A minor collision between *Hambleton* and *Ellyson* (DD-454), and frequent submarine scares, accented the voyage. Oiler *Merrimack* (AO-37) joined the task force on 28 April and fueled almost all of the ships, with *Augusta's* scout planes maintaining an air patrol during the dangerous fueling evolution. *Ranger* launched 68 Army P-40 fighters on 10 May, the planes bound for Accra, on Africa's Gold Coast, where all landed safely.

The formation arrived at Trinidad on 21 May, where *Augusta* fueled before putting to sea with the task force the next day bound for Newport. On 26 May, *Augusta* and *Corry* were detached and proceeded together to Hampton Roads, anchoring there on 28 May. Two days later, Rear Admiral Alexander Sharp hoisted his flag on board *Augusta* and assumed command of TF 22. With *Corry* and *Forrest* (DD-461) as escorts, the heavy cruiser sailed on 31 May for Newport, arriving on 1 June and leaving the next day with *Corry* for calibration of radio direction finders in waters west of Brenton Reef Lightship. *Ranger* joined the two ships the same day and all proceeded to Argentina, Newfoundland, arriving there on 5 June. With *Ellyson* and *Corry*, she formed an antisubmarine screen off Argentina on 17 and 18 June, and two days later joined TF 22 steaming through heavy fogs to Newport, mooring on 22 June.

Augusta sailed south to New York for overhaul, arriving on 24 June. Completing repairs by 29 June, *Augusta* moved to Newport the following day, and on 1 July sortied with TF 22 for the Gulf of Paria, Trinidad, and arrived on 6 July. The formation departed two days later, *Ranger* completing her second ferry mission with Army aircraft, launching 72 Army planes off the coast of West Africa. Another reinforcement successfully accomplished, the task force reached Trinidad on 30 July.

The heavy cruiser then proceeded to Norfolk and moored there on 5 August for limited availability. On 18 August, she conducted short range battle practice and night spotting exercises in Chesapeake Bay, and training continued until *Augusta* sortied with *Ranger*, *Corry*, *Hobson* (DD-464) and *Fitch* (DD-462) on 23 August, arriving at Newport two days later and returning to Norfolk with *Corry* on the last day of August. The task group also carried out gunnery training, shore bombardment, and anti-aircraft defense exercises off the Virginia capes from 7 to 11 September, and further training between 28 September and 1 October in Chesapeake Bay.

On 23 October 1942 Rear Admiral H. Kent Hewitt came on board *Augusta* and broke his flag as Commander, TF 34. Major General George S. Patton and Rear Admiral John L. Hall, Jr. also came on board the same day for passage to North Africa. *Augusta* stood out on 24 October with TF 34, steaming for French Morocco and her participation Operation "Torch."

Arriving off Fedhala, French Morocco, on 7 November, *Augusta* went into general quarters at 2200. During the pre-dawn hours of 8 November, the initial landings met with stiff opposition. At 0630, *Augusta* catapulted two Curtiss SOC scouting planes aloft, and at 0710 opened fire with her 8-inch guns at shore batteries. The nearby light cruiser *Brooklyn* (CL-40) supported *Augusta's* barrage, dodging near misses from enemy guns. A brief lull at 0730 permitted *Augusta* to launch her remaining two SOCbs, but 10 minutes later the enemy guns opened up again; several near misses fell within 50 to 100 yards of *Augusta*, the whistle of oncoming shells plainly audible to those on her bridge.

Augusta shortly left at flank speed to intercept an enemy

force of two light cruisers and four destroyers north of Casablanca. Closing the range at 0915, *Augusta* opened fire with her 8-inch battery on one enemy cruiser, barring the Vichy ship's passage and turning it back into Casablanca harbor by 0950. *Augusta* returned to her station to assist *Brooklyn*, firing on shore batteries. In the sortie of French ships from Casablanca harbor, the large destroyers *Le Brestois* and *Le Boulonnais* attempted a torpedo attack on *Augusta* and *Brooklyn*. *Augusta*'s main battery gunfire sank the latter, and forced the other away in a damaged condition; she sank later that day. Other Vichy ships attempting to escape were forced back into the harbor by 1122, and firing ceased for a time. Around noon, *Augusta* turned back the light cruiser *Primauguet*'s attempt to sortie, scoring an 8-inch hit on the French ship's turret 3. Vichy ships tried to sortie at 1305, only to be blocked and forced to retreat by 1350.

Augusta spent the following day, 9 November, patrolling south and southwest of the transport area off Casablanca, and continued that patrol through 10 November. At 1135 on that day, she opened fire with her 8-inch guns on an enemy destroyer, straddling her and forcing her to retreat. Ten minutes later, *Augusta* was unexpectedly taken under fire by the French battleship *Jean Bart*, reportedly "guttled by fire" and harmless. Geysers of water from near-misses erupted about *Augusta* and drenched the cruiser with yellow-dyed spray, but American carrier planes bombed *Jean Bart* later in the day and silenced her for the remainder of the campaign.

A cease-fire agreement was signed by Allied forces with the French on 11 November, bringing the operation to an end, and opening Morocco to the Allies. *Augusta* departed on 20 November with TF 34, her part in the operation over. She touched at Bermuda on 26 November enroute to Norfolk, arriving at the latter port four days later. There, Rear Admiral H. K. Hewitt left the ship, and TF 34 was dissolved. *Augusta* stood out of Norfolk on 9 December for extended overhaul at New York, during which time her antiaircraft battery was significantly improved. That period of yard work completed, *Augusta* proceeded to Newport, anchoring there on 15 February 1943.

Refresher training took *Augusta* to Casco Bay two days later. She conducted air operations with her four scouting planes off the coast of Maine, and on 24 March conducted experimental fragmentation test shots, operating with *Ranger* on 26 to 28 March. She concluded that part of her training with night illumination exercises on 30 March and night battle practice the next day.

Augusta stood out on 2 April with TF 22, the flagship *Ranger* joining the formation on 4 April, and arrived at Little Placentia Harbor, Argentina, on 5 April. From 13 to 18 April, the heavy cruiser operated with *Ranger*, carried out antiaircraft practice on 22 April, and conducted flight operations with her own planes from 30 April to 1 May.

In company with TG 21.7, *Augusta* sailed on 6 May, under orders to escort RMS *Queen Mary* to New York. *Augusta* rendezvoused with the huge liner on 9 May, and after seeing her safely into the swept channel, moored at New York on 11 May. Her mission accomplished, the heavy cruiser returned to Argentina with her task group, arriving on 17 May, and engaged in further local operations through June.

Augusta closed TF 68 on 20 July and began escorting Convoy AT 54A across the submarine-infested Atlantic to the Clyde. After an uneventful passage, the convoy arrived at Greenock, Scotland, on 26 July, and *Augusta* continued as escort on the return voyage, relinquishing command as the convoy neared American waters, and proceeding with *Hilary P. Jones* (DD-428) to Argentina, arriving on 8 August. She left the next day with *Hilary P. Jones* for Halifax, Nova Scotia, to rejoin TF 22, reported for duty on 10 August, and departed on 11 August for Scapa Flow, in the Orkneys. The British Admiralty assumed operational control of the task force, renaming it TG 112.1, as the ships neared Scotland. *Augusta* moored at Scapa Flow on 19 August, reporting to the British Home Fleet the same day.

Augusta operated with units of the Home Fleet on 23 August and departed with HMS *London* for Hvalfjörður, Iceland, arriving the next day. She acted as covering force for training exercises with HMS *London* and HMS *Impulsive* off Iceland from 2 to 10 October, and conducted gunnery training off Eyjafjörður, Iceland on 19 October.

While returning to Scapa Flow, *Augusta* fired on a passing German Junkers 88 bomber at 1139 on 27 October, firing 14 rounds from her 5-inch battery until the plane passed out of

range. She moored at Scapa Flow on 31 October, proceeding to Greenock two days later, and returned to Scapa Flow on 7 November.

On 22 November she got underway with *Ranger* and other ships of the task force for Hvalfjörður, arriving two days later. Operational control passed to the United States Navy on 26 November when TF 68 stood out for Boston, *Augusta* mooring there on 3 December 1943. She remained there, undergoing repairs and alterations through the end of the year.

Repairs completed, *Augusta* departed Boston on 29 January 1944 and steamed to Casco Bay for post-overhaul training exercises. She participated in bombardment, radar, illumination, and tactical exercises with TF 22 off Maine, until steaming to Boston on 7 April for limited availability.

She left President Roads, Boston, and rendezvoused with convoy UT 11 the next day. However, she was soon detached from the convoy and escorted by *Earle* (DD-635) across the Atlantic to Belfast, Northern Ireland. Arriving on 15 April, she steamed thence to Plymouth, England, on 17 April. There, Rear Admiral Alan G. Kirk, Commander, TF 122, came on board on 25 April and broke his flag. At 1300 on 25 May, King George VI of England came on board to lunch with Admiral Kirk, and departed the same day.

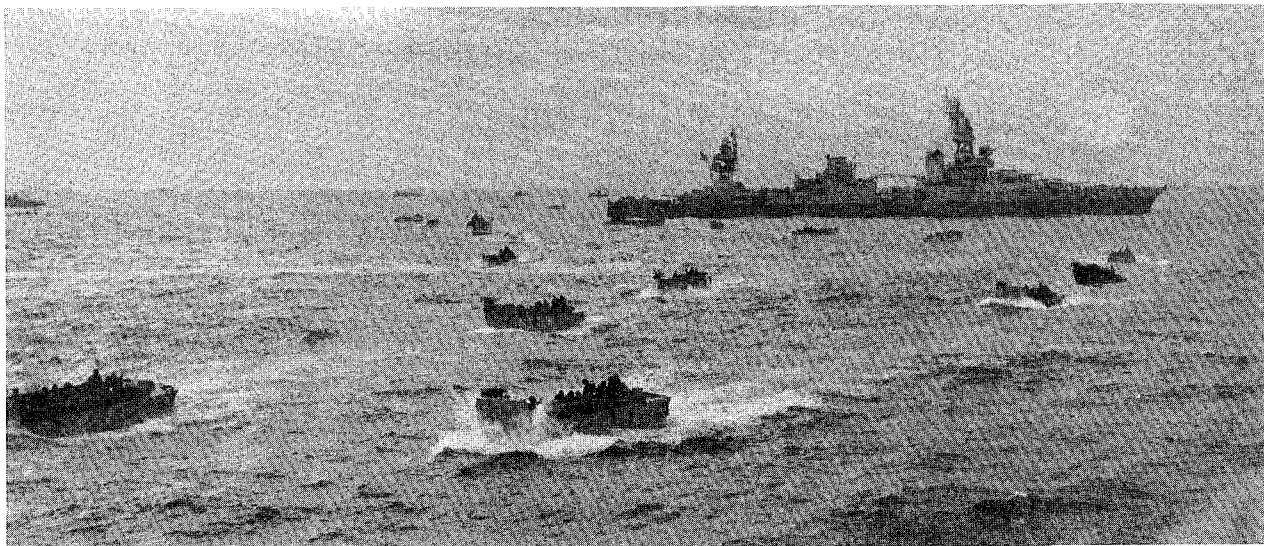
In June, *Augusta* took part in the Normandy invasion, standing out of Plymouth on 5 June with Lieutenant General Omar Bradley, USA, and his staff, embarked. Closing the shore on 6 June, the heavy cruiser commenced firing at 0618, hurling 51 rounds from her main battery at shore installations. On 10 June General Bradley and his staff left the heavy cruiser to establish headquarters ashore. *Augusta* was bombed at 0357 on 11 June, but escaped damage as the bomb exploded 800 yards off her port beam. The following day, anchored as before off Omaha Beach, she fired eight 5-inch rounds at an enemy plane at 2343, driving it off. On 13 June at 0352 she sent 21 rounds of 5-inch at a German plane, and shot it down. *Augusta* drove off other aircraft and bombarded the shore with her heavy guns on 15 June, and provided antiaircraft defense to the forces off Normandy on 18 June. The next day, while underway to shift berths, she lost a man overboard when he was plucked from the ship by heavy seas.

Rear Admiral Kirk shifted his flag to the destroyer *Thompson* (DD-637) on 1 July, and *Augusta* got underway the same day for Plymouth, mooring there on 2 July. Four days later, in company with TG 120.6, she departed for Mers el Kebir, Algeria, arriving there on 10 July, only to leave two days later with *Hambleton* for Palermo, Sicily. She moored at that port on 14 July and reported to TF 86 for duty. Rear Admiral L. A. Davidson came on board and broke his flag the same day, and *Augusta* stood out with *Macomb* and *Hambleton* for Naples, arriving the next day. She carried out shore bombardment exercises on 23 July.

She returned to Palermo on 27 July and steamed to Naples the following day. She continued her training until 12 August, when as flagship for TF 86, she carried Brigadier General B. W. Chidlaw, USA, to Propriano, Corsica, arriving the following day.

On 14 August, the heavy cruiser departed the Golfe de Valinco at 1030 for Île du Levant, southern France and the beginning of Operation "Dragoon". *Augusta* arrived at 2155 at the staging area, joining the "Sitka" Assault Group. On the morning of 15 August, *Augusta* trained her main battery against targets on Port Cros Island, and fired nine rounds. At 1125 she sent six 8-inch rounds into enemy troops counterattacking on Cape Negre, and ceased fire only when endangering friendly troops. The heavy cruiser took a German strong point, an old fort on Port Cros Island, under fire at 1512 and hurled 92 rounds against it. Secretary of the Navy James Forrestal came on board at 2023 for an official visit with Admiral Davidson.

The next day, *Augusta* patrolled the "Sitka" Assault Area and Secretary Forrestal left her at 0850. The heavy cruiser fired 63 more rounds at the fort on Port Cros Island to soften it up. On 17 August, she patrolled with *Omaha* (CL-4) and poured 138 rounds from her 8-inch battery into the island fort, which surrendered that day. The following day, General Chidlaw left the ship to establish his headquarters on shore, and *Augusta* turned her fire on the remaining coastal defense batteries. She departed on 19 August for a reconnaissance-in-force of St. Mandrier Island off Toulon, France, where the battery known as "Big Willie" was located, bombarding shore installations, and returning to the "Sitka" Assault Area the same day. The Golfe Hotel, Hyeres, France, was nearly leveled by 114 rounds from *Augusta* on 20



Augusta (CA-31) off Normandy, 6 June 1944, while boats from *Anne Arundel* (AP-76) head for the beaches. A censor has retouched *Augusta's* radars, as well as certain items of equipment that appear to have been mounted in the landing boats. (80-G-45720)

Augusta. Toulon and Marseilles surrendered eight days later. On 29 August, a landing party drawn from the marine detachments from *Augusta* and *Philadelphia* went ashore on the islands of Ratonneau and Chateau d'If in the harbor of Marseilles and accepted the surrender of German forces on those islands, taking 730 prisoners.

In support of "Dragoon," *Augusta* had fired over 700 rounds of 8-inch projectiles, and had materially aided invading Allied forces. She steamed to the Gulf of San Tropez, France, on 30 August, where Admiral Davidson shifted his flag to *Philadelphia* (CL-41) and *Augusta* was detached from TF 86.

On 1 September, the heavy cruiser sailed via Propriano to Naples, where she joined Cruiser Division (CruDiv) 7. After calling at Oran, Algeria, on 6 September, *Augusta*, in company with *Tuscaloosa*, *Fitch* (DD-462), and *Murphy* (DD-603) stood out, bound for Philadelphia and an extensive overhaul.

While undergoing these repairs and alterations, *Augusta* suffered an explosion of unknown origin on 20 November in her ice machine room, which killed three yard workers and injured four crew members. Her overhaul completed, *Augusta* departed Boston on 26 January 1945 with *Rhind* (DD-404) and *Bainbridge* (DD-246), bound for Trinidad, tested her guns en route, and arrived on 31 January. In the first week of February, she conducted refresher training in the Gulf of Paria, Trinidad, polishing up on gunnery, night battle, radar, and antiaircraft techniques. She steamed to San Juan, Puerto Rico, calling there on 9 February. Sailing for the United States on 21 February, *Augusta*, along with the destroyers *Tillman* (DD-641), *Herndon* (DD-638), and *Satterlee* (DD-626), rendezvoused with the heavy cruiser *Quincy* (CA-71) and her screen on 24 February as that cruiser steamed back to the United States with President Roosevelt embarked, following the Yalta Conference.

After *Augusta* and her screen had covered the approach of the President to Hampton Roads, she underwent minor emergency repairs, remaining at Norfolk until 7 March when she steamed to Guantanamo Bay, Cuba, arriving there three days later. She trained off Trinidad and Curaçao until 7 April, where *Chicago* (CA-136) joined her.

Augusta returned to Norfolk on 10 April, and on 14 April, in accordance with orders from the Secretary of the Navy, half-masted her colors for a period of one month in honor of the late President Roosevelt. After a brief call at Annapolis, Maryland, she sailed north to Newport on 22 April to train 11 officers and 300 men from *Columbus* (CA-74) on a cruise. The ship conducted antiaircraft defense and other exercises in Long Island Sound until 27 April when she returned to Newport and disembarked the trainees.

Three days later, *Augusta* sailed for New York, and arrived there on 1 May. On 7 May, in company with *Decatur* (DD-341),

she headed for Casco Bay, where the end of the war in Europe found her, and returned to New York on 2 June. On the 13th, *Augusta* got underway to proceed back to Norfolk. She then conducted further training exercises in Chesapeake Bay until 7 July, when President Harry S. Truman, Secretary of State James F. Byrnes, and Fleet Admiral William D. Leahy boarded her, and she stood out for Antwerp, Belgium, to carry her distinguished passengers on the first leg of their voyage to the Potsdam Conference. Met by a British escort, *Augusta* arrived on 14 July, and received dignitaries, including General Eisenhower. Her guests departed the same day, and *Augusta* got underway to proceed to Plymouth, arriving there on 28 July.

On 2 August she embarked her distinguished passengers again, and received another visit from King George VI. The ship then sailed for the United States, arriving at Newport on 7 August to disembark the President. A week later she moored in Casco Bay. After carrying out training at Baltimore, Maryland, she arrived at Norfolk on 11 September, and conducted exercises off the Virginia capes until steaming to Casco Bay again on 5 October for temporary duty under the direction of Commander, Operational Training Command, Atlantic, Commander TF 69. She then proceeded to New York, and participated in Navy Day observances on 27 October at New York City, where President Truman reviewed the fleet. Open to the public from 25 to 30 October, *Augusta* hosted 23,362 visitors.

On 31 October, *Augusta* moored at the New York Naval Shipyard, to be modified for "Magic Carpet" operations, bringing home American servicemen from Europe. She performed this duty through the end of the year 1945. Ultimately placed out of commission, in reserve, in a deferred disposal status at Philadelphia, on 16 July 1946, *Augusta* remained in the Philadelphia group of the Reserve Fleet until she was struck from the Naval Vessel Register on 1 March 1959. She was sold for scrap on 9 November 1959 to Robert Benjamin of Panama City, Fla., and her hulk removed from naval custody on 2 March 1960.

Augusta (CA-31) was awarded three battle stars for her World War II service.

V

(SSN-710: dp. 5,723 (surf.), 6,927 (subm.); l. 360'; b. 33'; dr. 32.3'; s. 20 + k.; cpl. 127; a. 4 21" tt., SUBROC, Harpoon; cl. *Los Angeles*)

The fifth *Augusta* (SSN-710) was laid down on 1 April 1982 at Groton, Conn., by the Electric Boat Division of the General Dynamics Corp.; launched on 21 January 1984; sponsored by Mrs. Diana D. Cohen; and commissioned at the Submarine Base,

New London, on 15 January 1985, Capt. Thomas W. Turner in command.

Augusta carried out shakedown training in the western Atlantic and in the West Indies until mid-June. On the 14th, the nuclear submarine began post-shakedown repairs at the Electric Boat yard where she was built. The availability lasted through the end of 1985 and well into the first month of 1986. She conducted trials at sea between 21 and 24 January 1986 and completed the repair period on the 26th. In February, she voyaged to the Virgin Islands for weapons certifications and technical evaluations.

She returned north to New London late in February, but early March found her on her way south again. She carried out further technical work in the Bahamas between early March and the middle of June. During the summer, *Augusta* participated in midshipmen training cruises and a fleet exercise. The nuclear submarine operated at sea in the northern Atlantic for most of October and then began a restricted availability at Groton on the 31st. Those repairs occupied most of what remained of 1986. *Augusta* was underway briefly between 15 and 22 December for sea trials; otherwise she remained at Groton. As of the beginning of 1987, the warship was still there.

Augusta Dinsmore

Probably a member of the Dinsmore family of Boston which was prominent in shipping.

(ScStr: t. 834; l. 169'; b. 32'6"; dph. 8'8"; dr. 12'6"; s. 11 k.; cpl. 70; a. 2 12-pdr. r.)

By February 1863, *Augusta Dinsmore*—a screw steamer completed in 1863 at Mystic, Conn.—was operating for the Adams' Express Co., moving up and down the Atlantic coast between Northern ports and the Union Navy's blockaders off Charleston, S.C., engaged primarily in carrying mail, passengers, and supplies to and from the South Atlantic Blockading Squadron. Sometime in the late spring or early summer, she was chartered by the Navy for the use of that squadron and departed New York on the morning of 30 June, carrying Rear Admiral John A. Dahlgren—who was to relieve Rear Admiral Samuel Francis Du Pont in command of the squadron—and new commanding officers for several warships assigned to the blockade.

The steamer arrived off Port Royal, S.C., shortly after daybreak on 4 July. Two days later, the formal change of command took place on board *Wabash*, Du Pont's flagship. Meanwhile, the Navy Department chose to buy the ship outright instead of using her for a protracted period under a charter and wrote to Dahlgren on 9 July informing him of the decision. The transaction transferring title to the ship from William B. Dinsmore to the United States Government was completed on 17 July; and, four days later, Dahlgren detached Acting Master William Hamilton from the monitor *Patapsco* so that he might assume command of *Augusta Dinsmore*. Although the steamer's commissioned service dates from Hamilton's taking command, she had already served as Dahlgren's flagship during most of the time since she had brought him from New York; and, but for a few brief interruptions when he temporarily embarked in other warships, she continued to carry out this duty through the remainder of July and most of August. While his flag flew above *Augusta Dinsmore*, the admiral directed the naval aspects of joint Army-Navy operations against the defensive works which protected Charleston harbor, particularly against Fort Wagner. These attacks finally forced the Confederate garrison to evacuate the fort secretly on the night of 6 September.

While this unrelenting Union pressure was approaching its victorious climax, the iron-hulled, side-wheel steamer *Philadelphia* had arrived off Morris Island late in August and relieved *Augusta Dinsmore* as flagship, freeing her for other duty. Dahlgren had only recently learned that the screw gunboat *Madgie* in Saint Catherine Sound—just south of Savannah, Ga.—was low on coal and in need of repairs. As a result, he sent *Augusta Dinsmore* to that station to take *Madgie's* place on guard there, and she blockaded those waters until 5 October when she was relieved by the side-wheeler *Mahaska*. Before sailing north at mid-month, *Augusta Dinsmore* embarked 149 men whose enlistments had expired. She stopped en route at Newport News, Va., for brief repairs and then continued on to New York.

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After the completion of her repairs there, *Augusta Dinsmore* was reassigned to the West Gulf Blockading Squadron and sailed for Key West, Fla., on 12 December 1863. When she reported to Rear Admiral Farragut, he put her to work as a dispatch and supply ship and, for most of her remaining service, she operated out of New Orleans carrying information and materiel to warships blockading on various stations along the Texas coast. Occasionally, her discharge of this duty was interrupted by temporary blockade duty when one of the regular blockaders became disabled, and no other replacement was available. However, she always soon returned to her regular logistical work and carried out this duty faithfully.

On occasion, chance encounters with blockade runners broke the monotony of her tedious, but highly important assignment. On 16 February, Acting Master Hamilton—having learned that the cotton-and-hide-laden *Scio* was preparing to depart Brazos Santiago, Tex., in violation of the blockade—seized that British brig and placed a crew from *Augusta Dinsmore* on board the prize. However, before Hamilton could tow *Scio* across the bar to begin the voyage to a prize court, a Union Army officer "... informed him that he [the Army man] had orders not to allow the vessel to proceed to sea." On 25 February, after protracted correspondence on the subject, Hamilton received a letter from Major General Francis Jay Herron "... ordering him to release the *Scio*, which ... [Hamilton], not wishing to have a collision with the Army, did ... under protest" The matter was ultimately brought to the attention of both the Secretary of the Navy and the Secretary of War, but records of the final disposition of the case have not been found.

In the spring of 1864, Hamilton became ill and, sometime in June, Acting Volunteer Lieutenant Miner B. Crowell relieved him in command of *Augusta Dinsmore*. About daybreak on 11 September, as the steamer was proceeding generally southwest along the gulf coast from Galveston, Tex., she "... fell in with a schooner, with sails lowered down, drifting." Since the vessel—the British schooner *John*—was carrying 81 bales of cotton, Crowell "... seized her as a prize and sent her to New Orleans for adjudication"

On 28 October 1864, *Augusta Dinsmore* was making another supply run when she found herself in position to help Union screw gunboats *Sciota* and *Chocura* to capture another British schooner, *Cora Smyser*, which was attempting to slip into San Luis Pass, Tex., with an assorted cargo. *Augusta Dinsmore* continued to carry supplies to blockaders along the Texas coast through the end of the Civil War. Following the Confederate collapse, she departed Pensacola, Fla., on 5 August and sailed north. She was decommissioned at New York on 28 August 1865 and sold at public auction there on 5 September 1865.

Redocumented as *Gulf City* on 16 September 1865, the steamer remained in merchant service until she ran aground off Cape Lookout, N.C., on 11 January 1869. The wreck cost the lives of 23 persons.

Augustus Holly

(Sch)

Almost all records of *Augustus Holly's* brief naval service seem to have perished, but this schooner was purchased by the Navy at Baltimore on 13 August 1861 to be filled with stone and sunk to block one of the channels leading to Hatteras Inlet, N.C. Although she may have been used for this purpose, no report of her actual sinking has been found.

Auk

A diving bird native to the colder climates of the northern hemisphere.

I

(Minesweeper No. 38: dp. 950; l. 187'10"; b. 35'6"; dr. 9'9½" (mean); s. 14 k.; epl. 82; a. 2 .30-cal. Lewis mg.; cl. *Lapwing*)

The first *Auk* (Minesweeper No. 38) was laid down on 20 June 1918 at New York City by the Todd Shipyard Corp.; launched on